

fluctuations in the world market and rather than exporting hides and leather to Italy and China—only to come back as belts, purses and shoes—the government should work to attract business that will make these products on Ethiopian soil.

The government of Ethiopia also should consider a sweeping land reform policy that would allow farmers to own their property rather than the government owning all the country's land, a vestige of the country's socialist days.

The media needs to more aggressively pursue this looming crisis. It was responsible for making the world aware of the terrible famine that was occurring in 1984 and has the ability to let the world know about the tragedy unfolding again.

Many of the same issues that apply to Ethiopia apply to Eritrea. Both countries are in desperate need of assistance.

In closing, I want to thank all the people—from government officials in both Ethiopia and Eritrea to U.S. officials and NGOs and missionaries in both countries—who are working around the clock to deal with this crisis. I also want to thank U.S. Ambassador to Eritrea Donald McConnell and U.S. Ambassador to Ethiopia Auzerlia Brazeal and their respective staffs for all they do. They are outstanding representatives of the U.S. government. Special thanks go to Jack Douthrich in Eritrea and Karen Freeman, Jo Raisin and Makeda Tsegaye in Ethiopia. Roy "Reb" Brownell with USAID in Washington also deserves special recognition.

Finally, I want to thank Lt. Col. Malcom Shorter, who accompanied me on the trip, and Dan Scandling, my chief of staff, who took all the photographs and videotaped the trip.

REAUTHORIZATION FUNDING

Mr. BINGAMAN. Mr. President, I would like to take a few minutes in morning business to speak about my priorities this year in Federal transportation funding. I think all Senators are probably aware that Congress must reauthorize the 6-year surface transportation bill in 2003.

As I travel around my State, I continue to hear frequently from citizens about the need to improve our basic transportation infrastructure, including highways and transit. Access to a high-quality transportation system is an essential element in economic development, and I believe the Federal Government has an important role to play in helping communities build and maintain the basic transportation infrastructure that businesses need.

Thus, the reauthorization this year of Federal transportation funding will be essential if New Mexico is to have the high-quality transportation system it needs to attract new jobs and businesses to our State. Safe and efficient highways and public transit are especially important for economic developments in the rural parts of my State. Basic transportation infrastructure is also vital to our communities, schools, and families, and helps support everyday life.

The most recent 6-year transportation act, known as TEA-21, was enacted in 1998. TEA-21 has been a good piece of legislation for my State, and I was pleased to support the bill. One of

the key improvements Congress made in 1998 was to establish a firewall that, for the first time, ensured all tax receipts deposited in the Highway trust fund were fully used each year for transportation projects.

Under TEA-21, New Mexico has made substantial progress in upgrading key highways and transit programs in both urban and rural areas all across the State. As a result of the higher Federal highway funding provided under the act, in the past 6 years New Mexico has been able to complete a number of much-needed transportation projects.

For example, Highway 285 was upgraded to four lanes between Carlsbad and Interstate 40; US 550 is now four lanes all the way from Bernalillo to Bloomfield; the Big I in Albuquerque was completely rebuilt; US 54 is now four-lanes between El Paso and Tularosa; and the Santa Fe bypass was opened. In addition, US 70 will soon be upgraded to four lanes from Las Cruces to Texico, and work is now underway to upgrade US 84/285 between Santa Fe and Poloaque. I do believe each of these projects will contribute significantly to improving highway safety and efficiency in my State.

TEA-21 has also helped New Mexico improve transit services both in our cities and in rural areas. A number of communities have been able to obtain new transit vehicles and equipment with grants from the Federal Transit Administration. For example, the Alvarado transit center was opened in Albuquerque and Federal funds have been used to purchase new transit equipment and facilities in communities including Albuquerque, Santa Fe, Las Cruces, Rio Rancho, Farmington, Taos, Angel Fire, Carlsbad, Clovis, and Los Lunas. In addition, Albuquerque initiated a study of a new high-capacity transportation system, and steps are being taken to preserve the Santa-Fe-to-El-Dorado rail line for future use.

Throughout its history, New Mexico has played a key role in the transportation system of this country. The original Spanish settlers established the Camino Real between Santa Fe and Mexico City. In the last century, our Nation's first transcontinental highway, Route 66, passed through New Mexico.

Today, New Mexico continues to provide a critical link in our Nation's interstate and international transportation network, including trade with Mexico. However, we are a State with limited financial resources to deal with the transportation needs of what is essentially our portion of a vast national system.

Mr. President, in total land area New Mexico is the fifth largest state in the Union, but we have only 0.6 percent of the national population. At the same time, New Mexico has over 2 percent of the interstate highway system miles and slightly less than 2 percent of the total miles on the national highway system. Moreover, because of our vast land area and predominantly rural

character, New Mexicans average more miles of driving per capita than the residents of every other State but one.

Clearly, in light of its size and vast network of roads, the transportation needs of my State far outstrip the ability of New Mexico's sparse population to provide the funds needed to maintain and improve the State's critical piece of the national transportation system.

Consequently, my top priority in the reauthorization of the highway bill will be to ensure that New Mexico receives its fair share of Federal transportation dollars for both highways and transit programs. The majority of the funding in the transportation bill is distributed directly to States and local governments under congressionally set formulas. I will be working to make sure the new formulae fully reflect New Mexico's transportation needs, including our extensive miles of important national roads and highways.

Mr. President, another of my top priorities in the reauthorization will be to continue a number of the critical programs in TEA-21 that greatly benefit New Mexico. Two of these important programs are the Congestion Mitigation and Air Quality program, known as CMAQ, and the Enhancements program, both of which help manage some of the negative impacts of transportation on our communities.

At the same time, I will oppose efforts to weaken rules that protect the environment. I will also oppose attempts to limit the ability of local communities to participate in the planning and development of transportation projects that affect them.

In addition, I fully support reauthorizing the Scenic Byways program that helps communities in New Mexico enhance facilities for visitors traveling our rural highways. New Mexico now has 27 scenic byways, including six that have achieved the designation of National Scenic Byways.

I also believe we should continue to make progress in improving the safety of our highways as well as in reducing the staggering number of traffic fatalities and injuries caused by drunk drivers. I will be looking for ways to strengthen both of these important Federal programs when Congress debates the bill this year.

In addition to supporting the continuation of a number of important programs already in TEA-21, I will be authoring a series of bills that I hope the Senate will include in the final reauthorization bill.

First, I will reintroduce my bill to authorize a new Federal program to upgrade rural two-lane roads on the national highway system to four-lane highways. This \$1.8 million, 6-year national program targets funds to four-lane roads in New Mexico such as US 64/87 between Clayton and Raton, US 54 from Tularosa to Nara Visa, US 62/180 south of Carlsbad, and US 666 south of Shiprock.

Second, I will introduce legislation to extend and expand the Indian Reservation Roads Program, which is so important to Indian communities in New Mexico. This program provides direct funding to tribes in 33 states to improve transportation. My bill increase the annual funding for tribal roads from \$275 million to \$500 million, reestablishes a separate \$15 million per-year program to repair bridges on tribal lands, and dedicates \$20 million per year in new Federal funding for tribal transit projects.

Third, I will introduce legislation to establish a new University Technology Center at New Mexico State University in collaboration with the University of Oklahoma and Oklahoma State University. The focus of the new center is on nondestructive methods to measure the wear and tear on highway bridges.

Fourth, I will reintroduce a bill to designate US Highway 54 between El Paso, Texas, and Wichita, Kansas, as the SPIRIT High Priority Corridor on the national highway system. In New Mexico, the route runs for about 350 miles from the southern border with Texas, through Alamogordo, Carrizozo, Vaughn, Santa Rosa, and Tucumcari, to Nara Visa. This designation will help focus attention on the need to upgrade this heavily traveled highway to four lanes. The bill was cosponsored last year by Senators ROBERTS, INHOFE, HUTCHISON, and DOMENICI.

Fifth, I will introduce legislation to reauthorize the special funding that goes directly to San Juan and McKinley Counties in New Mexico, as well as neighboring counties in Arizona and Utah, to help maintain roads used by school buses on the Navajo Reservation. In TEA-21, Congress provided \$1.5 million per year for 6 years to counties in the three States to help ensure that buses carrying children to school have passable roads. It is not acceptable when Indian children can't attend school simply because their school buses couldn't get through on the many poor quality roads in the region.

Sixth, I will reintroduce my bill to authorize Los Alamos National Laboratory to continue its advanced computer-modeling project to develop the National Transportation Modeling and Analysis Program, or NATMAP. The program will provide a valuable tool for analyzing the national transportation system, including cars, trucks, railroads, barges and airplanes, as a single integrated system. The program will also be valuable in assessing the impacts of disruptions to any portion of the transportation network.

I hope each of these bills will gain bipartisan support and will be included in the comprehensive 6-year reauthorization bill. I will have more to say about each of these six initiatives over the next few weeks as the bills are introduced.

Finally, one of the other important parts of the transportation bill is the authorization of funding for individual high-priority highway and transit

projects around the State. In 1998, I helped secure funding for a number of highway projects throughout New Mexico, including upgrades of highways 84/285 and 70, Unser Boulevard, Paseo del Norte, and the uptown and northwest areas of Albuquerque and Rio Rancho.

This year, some of the projects for which I intend to pursue funding include reconstruction of the access road from Interstate 40 to the Double Eagle II airport in anticipation of the relocation of Eclipse Aviation; construction of a new Paseo del Volcán on the northwest side of Albuquerque and Rio Rancho; reconstruction of the I-40 and Coors Boulevard interchange; construction of a new interchange on Interstate 25 to serve Mesa del Sol; and expansion of the I-25 interchange in Belen.

In the rural areas of New Mexico, I will be seeking Federal funding to complete four-lane upgrades of the Ports-to-Plains corridor along US 64/87 between Clayton and Raton, US 54 from Tularosa to Nara Visa, US 62/180 south of Carlsbad, and US 666 south of Shiprock.

For transit projects, one of my priorities will be an authorization for the design and construction of a high-capacity transit corridor in Albuquerque. This effort was first initiated in 1998. The project has now been through the required preliminary studies and is ready to move forward with preliminary design for either a light-rail system or a system with dedicated bus lanes. In addition, I will be seeking an authorization to continue efforts to preserve the Santa Fe El Dorado rail line as a possible commuter route.

In addition to funding for my priority highway and transit projects, a large number of additional projects will be funded directly by the State and local governments with formula grants funds provided under the 6-year transportation bill.

I know reauthorizing the transportation bill is a massive effort. A number of committees here in the Senate will be involved, including the Finance Committee where I am a member. I look forward to working this year with the Environment and Public Works Committee, including Chairman INHOFE and Senator JEFFORDS, on the highway programs in the bill, and with the Banking, Housing and Urban Affairs Committee, including Chairman SHELBY and Senator SARBANES, on the transit portion of this important legislation. I do believe that reauthorization of the transportation bill is critical to the citizens of New Mexico and to the Nation. I hope we can complete a bipartisan bill this year in a timely manner.

PROMOTING DEMOCRACY AND HUMAN RIGHTS IN IRAN

Mr. McCONNELL. Mr. President, included in the omnibus bill is a provision I authored permitting the use of fiscal year 2003 foreign operations funds to support the advancement of

democracy and human rights in Iran. While I believe that Iran rightly belongs in the Axis of Evil, I also recognize that the people of Iran, those residing in the country and abroad, are growing increasingly weary of the repression imposed upon them by Iran's ruling clerics.

We all know how these clerics came to power, and today, many Americans appreciate the demographic changes underway in that country. To put it simply, with each new birth in Iran, the popularity and control of the regime is further undermined. An estimated 50 percent of Iran's 70 million people were born after our compatriots were held hostage for 444 days. The call of the clerics is falling on increasingly deaf ears, and Iran's youth are already in the streets demanding good governance, accountability, and economic opportunity from Iranian hardliners.

The ingredients for political and economic change in Iran already exist. Our task must be to consider how best to support these efforts. I propose worthwhile endeavors include funding for Iranian newscasts, publication of Iranian political journals, development of websites, and dissemination of information on democracy, the concepts of nonviolent struggle, and secularism.

As I am familiar with democracy programs that have been implemented in other parts of the world, including the former Yugoslavia and Burma, I am well aware of the challenges posed in funding democracy and human rights programs in Iran. But I am confident that it can be done.

I will have more to say on this topic at a later date, but I appreciate the attention of my colleagues on this important issue.

Let me close by thanking Jennifer Chartrand for her five years of service with the Foreign Operations Subcommittee. Jennifer left earlier this year to work with the Defense Subcommittee, and she will be missed. In addition to managing her accounts in a professional and effective manner, Jennifer deserves special recognition for helping the people of Burma in their struggle for democracy and human rights. As this is a cause close to my heart, I am particularly grateful for all her hard work on this issue. I wish Jennifer all the best in her new position, and I look forward to continue to work with her in her new capacity.

A CENTENNIAL SALUTE TO THE SALT RIVER PROJECT

Mr. MCCAIN. Mr. President, as this Congress deals with the large and complex challenges facing our Nation in the 21st century, we do well to remember local histories and the great public endeavors of our people that have helped make America great.

In my home State of Arizona, we remember and celebrate the vision and commitment that, 100 years ago on February 7, launched an organization that helped a great metropolis bloom in the desert.